

WILL CHECK CLASSIFICATION TOP AND BOTTOM			
CLASSIFIED	CONFIDENTIAL	SECRET	
<b>OFFICIAL ROUTING SLIP</b>			
TO	NAME AND ADDRESS	DATE	INITIALS
1	Director of Logistics	1 APR 1976	ky
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ACTION		DIRECT REPLY	PREPARE REPLY
APPROVAL		DISPATCH	RECOMMENDATION
COMMENT		FILE	RETURN
CONCURRENCE		INFORMATION	SIGNATURE
ATT: DDA 76-1492			
<b>Remarks:</b> Mike: <p>These ADMAG notes concerning parking are self-explanatory. Mr. Blake agrees that recommendation 3a is worthwhile. I sat in on some of the ADMAG discussions, and I think their point is well taken in communicating to Agency people the problems with working out equitable parking.</p> <p>Insofar as 3b is concerned, I think it might be helpful to submit to ADMAG an explanation of how transportation services are developed and arranged.</p>			
FOLD HERE TO RETURN TO SENDER			
		AND PHONE NO.	DATE
		EO/DDA	30 Mar
		CONFIDENTIAL	SECRET

*Paper discussed  
in staff meeting*

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19 March 1976

MEMORANDUM FOR: Deputy Director for Administration

FROM :   
Chairman, ADMAG

SUBJECT : ADMAG Comments on Pay Parking at Non-Headquarters Buildings

1. Pay parking has historically been a source of consternation to those individuals assigned to areas where free parking is not available and as a result is a constant subject of discussion and complaint. Employees required to pay for their parking are faced with the loss of salary equivalent to one in-grade step, virtually caused by their misfortunate assignments. They continually contemplate the apparent inequity of a few employees paying for parking and the majority of employees having free parking privileges.

2. Management has not been deaf nor cold hearted about this condition and has explored the possibility of providing financial relief with negative results due to government regulations. Although the ultimate solution, reimburse the employees for parking is not legally possible, ADMAG feels there may be other possibilities that will defray expenditures and reduce out of pocket expenses.

3. ADMAG recommends the DDA take the following actions to inform the affected employees and ascertain possible non-financial assistance.

a. Publish, and re-issue periodically, the information regarding the explorations into providing financial support and the reasons why the Agency was not able to provide this type of assistance to the employees. This publication should also include other areas that have been explored or suggested and rejected, such as expanded shuttle bus service.

b. Request the Office of Logistics assistance in determining the number of potential public transportation customers according to geographical zones and if numbers warrant, bring this to the attention of public transportation companies. These companies should be encouraged to develop service to meet the demand. This service could conceivably

be additional bus runs, express service, leased  
services, etc.



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